

# *Tim Hortons*



A Planning Application by  
**TIM HORTONS**

In respect of  
**Installation of Drive Thru Lane, Lakeside Retail Park,  
THURROCK**

**Transport Statement**

January 2021



## Document Management

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<b>Contents</b>	<b>Page</b>
1 Introduction	1
2 Baseline Conditions	2
3 Development Proposals	5
4 Local and National Policy	8
5 Conclusion	10

## List of Tables

Table 2.1	Bus Service Summary
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## List of Figures

Figure 1.1	Site Location
Figure 2.1	Personal Injury Collision Data
Figure 3.1	Proposed Drive Thru Circulation

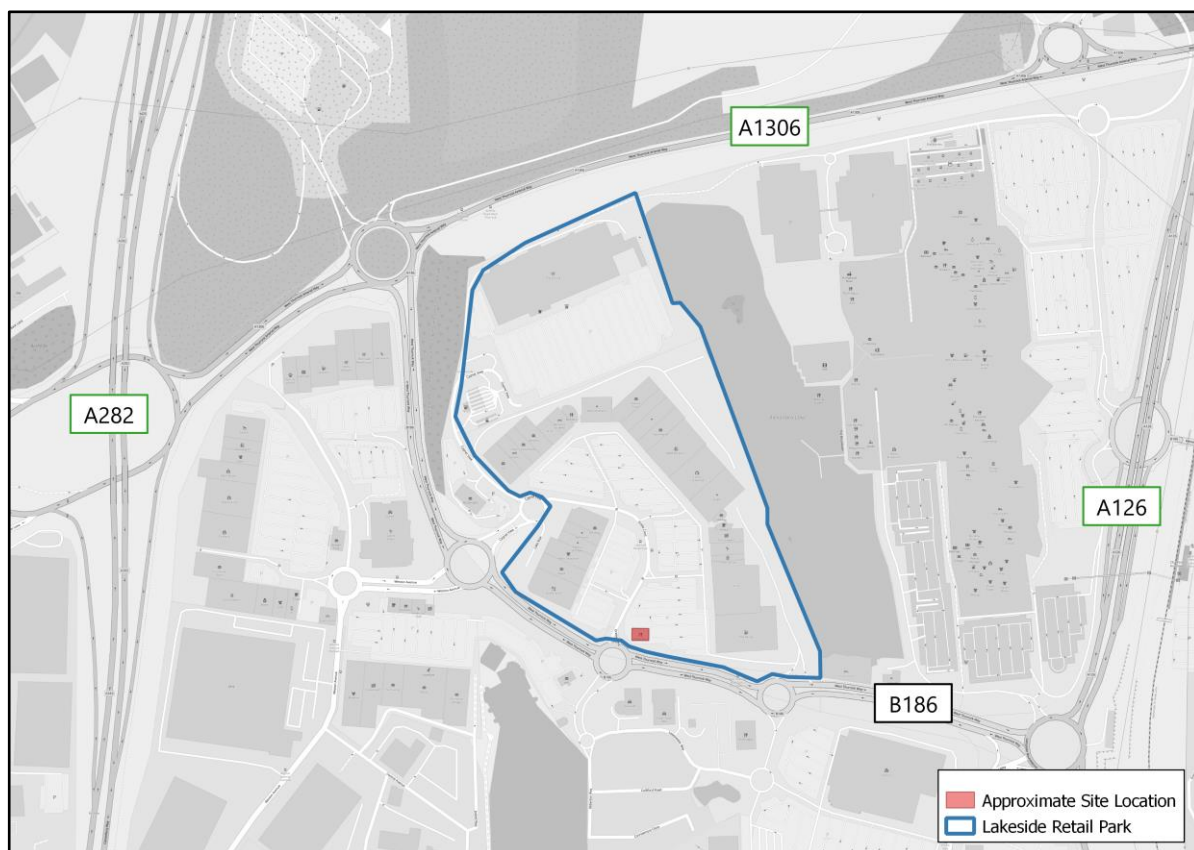
## List of Appendices

A	Site Plans
B	Swept Path Analysis – Drive Thru

# 1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Tim Hortons to provide transport planning consultancy services in relation to the proposal to undertake works to convert an existing Pizza Hut restaurant with takeaway at Lakeside Retail Park, Thurrock, into a Tim Hortons drive thru restaurant and café. The location of the site is shown in **Figure 1.1**.

**Figure 1.1 Site Location**



Source: © OpenStreetMap contributors

- 1.2 The proposed development description is as follows:

*Full planning permission with advertisement consent for the installation of a drive thru lane and associated engineering works including alterations to the service yard area, minor alterations to the unit and elevations including recladding and associated changes to car parking and landscaping and new signage.*

## 2 Baseline Conditions

### The Site

- 2.1 The site currently operates as a Pizza Hut restaurant with takeaway facilities and has a Gross External Area (GEA) of 318 sq.m.
- 2.2 It is located within Lakeside Retail Park and is bound to the north and east by an existing car park, the B186 West Thurrock Way to the south and Grebe Crest to the west. The car park that serves the existing Pizza Hut is shared with nearby retail units within Lakeside Retail Park.
- 2.3 Access to the site is taken from Grebe Crest via a three-arm roundabout. The existing refuse store is located on the northern side of the building.

### Pedestrian Access

- 2.4 A pedestrian only access to the site is achieved from Grebe Crest via a footway located along the eastern side of the carriageway. Adjacent to the pedestrian access, a zebra crossing is provided to facilitate pedestrian crossing of Grebe Crest.
- 2.5 To the north of the site, footways continue along the eastern side of the Grebe Crest carriageway and provide a continuous connection to the wider Lakeside Retail Park. To the south of the site, the footways on either side of the carriageway continue to the east and west as a shared footway / cycleway along the northern side of the B186 West Thurrock Way. Toucan crossings are provided to facilitate pedestrians crossing the B186 and facilitate access to Thurrock Shopping Park and additional retail units.

### Cycle Access

- 2.6 A shared footway cycleway is provided along both sides of the B186 West Thurrock Way in the vicinity of the site. The shared footway cycleway features signage to local destinations, such as Aveley and Purfleet. To the north and west of the site, the shared footway cycleway continues along the A1306 and provides a continuous cycling connection to National Cycle Network (NCN) Route 137, which provides a traffic-free connection to Grays.

### Public Transport Access

- 2.7 The closest bus stops to the site are located on Grebe Crest, approximately 160m north of the site. The bus stops comprise a lay-by. An additional bus stop for eastbound services is located on the B186,

approximately 300m to the west of the site. All bus stops are accessible on foot from the site via continuous footways with appropriate crossing facilities.

- 2.8 The bus stops in the vicinity of the site are served by the number 22, 77, 77A and Z1 services. A summary of timetable information is provided in **Table 2.1** below.

**Table 2.1** Bus Service Summary

Number	Route	Monday - Friday	Saturday	Sunday
22	Purfleet – Aveley - Grays	3 per hour	2 per hour	1 per hour
77	Tilbury - Aveley	5 morning services	3 morning and 4 evening services	No service
77A	Tilbury - Aveley	2 per hour	2 per hour	No service
Z1	Amazon Tilbury - Aveley	5 morning services and 3 evening services	5 morning services and 3 evening services	5 morning services and 3 evening services

*Accurate as of December 2020*

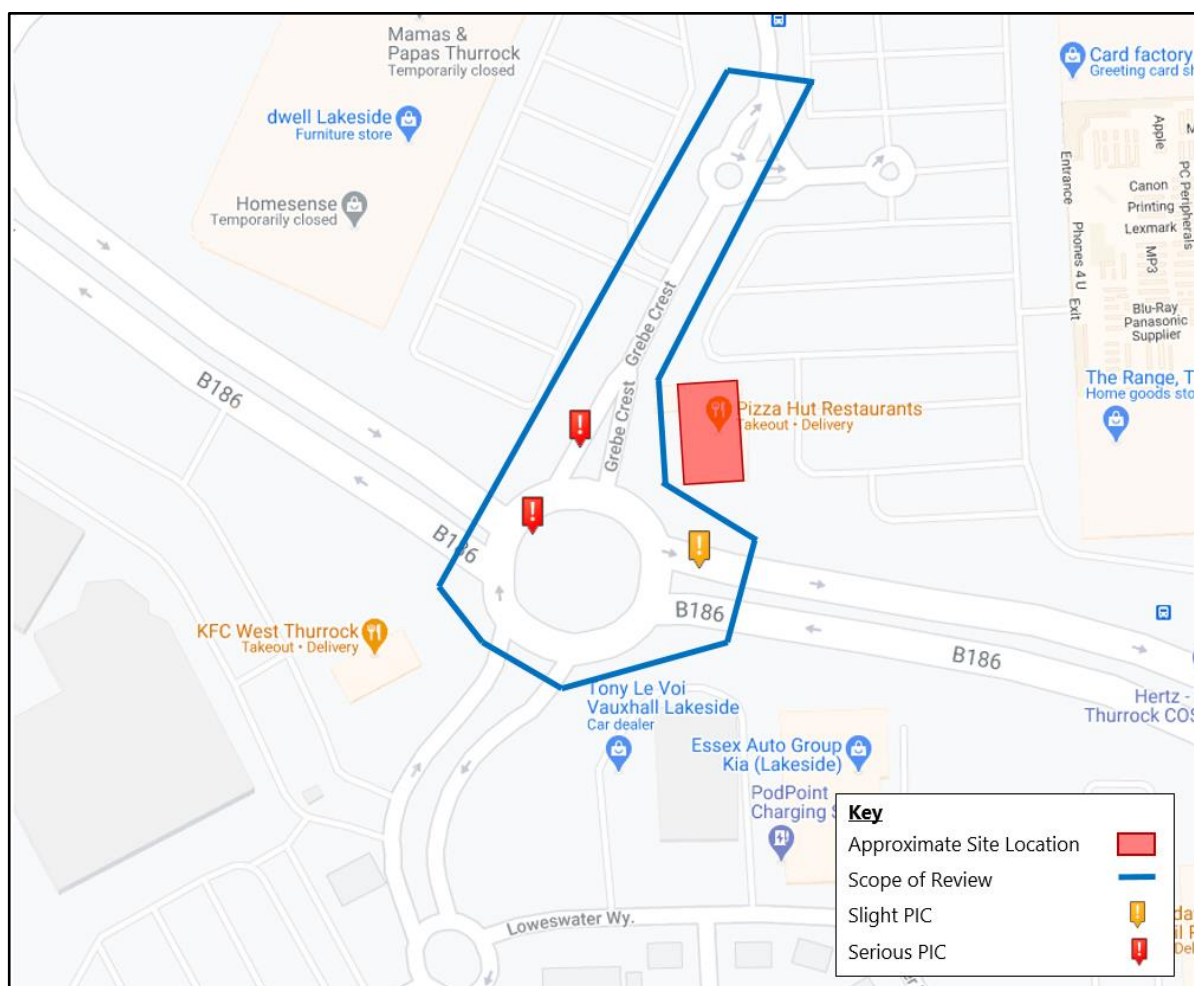
- 2.9 The site is considered to be well served by public transport, with regular weekday and weekend connections available to local destinations including Grays, Purfleet, Tilbury and Aveley.

## **Vehicular Access**

- 2.10 Vehicular access to the site is taken from Grebe Crest via a three-arm roundabout. The access also serves adjacent retail units within Lakeside Retail Park, including the Range, Card Factory, Iceland Food and Costa Coffee.

## **Road Safety**

- 2.11 A review of personal injury collision (PIC) data for the most recent five year period available was undertaken utilising records obtained from the CrashMap database. The data obtained for the review spanned 2015-2019 inclusive, and is shown in **Figure 2.1**, together with the extent of the review undertaken. The extent shown is considered appropriate for the scale of the proposals in the context of the wider retail park.

**Figure 2.1 Personal Injury Collision Data**

Source: <https://www.crashmap.co.uk>

- 2.12 **Figure 2.1** demonstrates that in the most recent five year period available, a total of one slight PIC and two serious PIC's have been recorded in the study area. No PIC's have been recorded at the site access. It is considered that, in the context of the wider Lakeside Retail Park that the number of recorded PIC's does not constitute a highway safety deficiency related to highway infrastructure. Given the scale of the development proposals, it is considered unlikely that the existing road safety will be negatively impacted.

## Summary

- 2.13 The site is situated in a sustainable location with good access to bus services and opportunities to access the site by walking and cycling, and is suitably located to accommodate linked trips with the wider Lakeside Retail Park.

### 3 Development Proposals

- 3.1 The development proposals comprise the installation of a drive thru lane and alterations to the service yard area, including recladding and minor alterations to the elevations, car parking, landscaping, associated signage and engineering works.
- 3.2 The existing Pizza Hut provides a takeaway service. The proposed development therefore does not constitute any change to this. The 296 sq.m GEA of the proposed development represents a decrease of 22sq.m compared to the existing GEA, as a result of changes to the external service yard.
- 3.3 As part of the proposals, the existing car park will be rearranged to facilitate the drive thru facility, which will route around the western side of the building.
- 3.4 The proposed site layout is included in **Appendix A**.

#### Accessibility

- 3.5 Pedestrian and cycle access to the site will be retained as existing, which also serves the adjacent retail units. The site is located in a sustainable location, with good pedestrian infrastructure, access to cycle routes, and with bus services within a short walking distance.

#### Parking and Drive Thru

- 3.6 The proposed development largely retains the layout of the existing shared car park, which is shared with nearby retail units in Lakeside Retail Park. However, seven existing spaces located within close proximity of the building frontage are to be rearranged.
- 3.7 It is noted that Policy PMD8 of the currently adopted Thurrock Core Strategy (2015) states that all development is required to comply with the car parking standards set out in the Layout and Standards SPD. However, the Layout and Standards SPD is not available. For this reason, the relevant standards from Thurrock Council's Unitary Development Plan (2011-2016) and ECC's Parking Standards document have been reviewed.
- 3.8 Maximum car parking standards for A3<sup>1</sup> land uses are set out in Essex County Council's (ECC) Parking Standards document (2009) and Annexe 5 of Thurrock Council's Unitary Development Plan (2011-2016). ECC also provide minimum cycle parking standards for A3 land use.

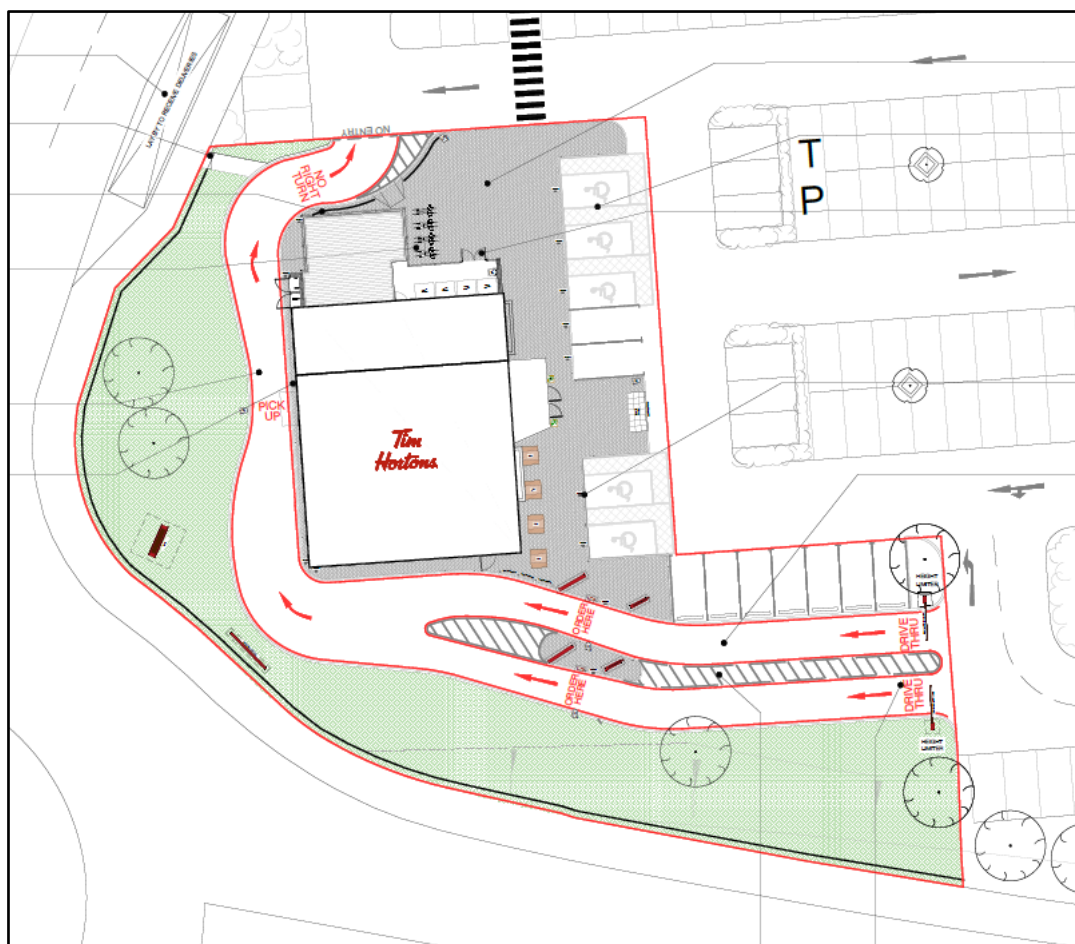
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<sup>1</sup> Superseded by Land Use Class E in September 2020



- 3.9 As set out above, the proposed development largely retains the existing shared car park layout, with the rearrangement of seven parking spaces.
- 3.10 As the existing car park is shared, the proposed development is of comparable size and use, and given the local parking standards are set as maximum, it is considered that the proposed parking provision is appropriate.
- 3.11 The proposed development will provide a total of six cycle parking spaces, equivalent to the existing provision. It is considered that this level of cycle parking is appropriate.
- 3.12 The proposed drive thru facility is provided around the southern and western perimeter of the building. The proposed circulation of drive thru customers is shown in **Figure 3.1**, with swept path analysis of the facility for a large car provided in **Appendix B**.

**Figure 3.1 Proposed Drive Thru Circulation**



Source: Beyond, Drawing No. 7317-PS-01.5 Rev. C

### **Servicing and Refuse Collection**

- 3.13 Deliveries to the site will continue to take place via the layby on Grebe Crest, as per the existing situation.
- 3.14 The scope and scale of the development is such that the proposed development will not be materially altered from that which is currently operational at the site. Therefore, future delivery and servicing management strategies will continue to operate as per the existing arrangement.
- 3.15 Refuse collection will be undertaken privately, and will continue to take place from the layby on Grebe Crest, as per the existing situation.

### **Trip Attraction**

- 3.16 The existing and proposed development are of the same use, there is no significant change in GEA, and the proposed installation of the drive thru lane simply serves to improve the pre-existing takeaway service at the site. It is therefore considered that the proposals will not result in any material change in primary trip attraction.

## 4 Local and National Policy

4.1 This Chapter provides a policy context to the development proposals, focusing on both national and local transport planning policy and guidance. The documents which have been reviewed in relation to this planning application include:

- National Planning Policy Framework (2019);
- National Planning Practice Guidance (2014); and
- Thurrock Local Development Framework - Core Strategy and Policies for Management of Development (2015).

4.2 The key policies which have impacted upon the development of the proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

### National Policy and Guidance

#### *National Planning Policy Framework (2019)*

4.3 The National Planning Policy Framework (NPPF), which was the subject of two updates in 2019, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other developments can be produced.

4.4 The NPPF describes a sustainable transport mode as:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport." (annex 2, p. 72)*

4.5 With regards to achieving sustainability, the document states that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)*

4.6 When considering development proposals, the NPPF notes that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."* (para 108)

4.7 Finally, with regards to considering development proposals, it states that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (para 109).

4.8 As shown in Chapter 2 of this report, the site is in a sustainable location and encourages sustainable modes of travel by providing cycle parking adjacent the building, being accessible by walking and public transport. This is equivalent to the existing development and will not be impacted by the proposed drive thru lane. This report assesses the development impact and concludes that it cannot be considered severe. Therefore, the proposed development is in accordance with the NPPF.

## Local Policy and Guidance

### *Thurrock Local Development Framework (2015)*

4.9 The Thurrock Local Development Framework Core Strategy and Policies for Management of Development document was adopted in January 2015. The Local Development Framework is a strategic document providing broad guidance on the scale and distribution of development in Thurrock. It sets out the spatial vision, objectives, development strategy and policies for Thurrock to 2026.

4.10 Policy PMD2 of the Thurrock Local Development Framework Core Strategy and Policies for Management of Development document states that all development proposals must:

*"...allow easy and safe access for all members of the community. Development must also integrate land uses and all modes of transport but pedestrians and cyclists must be given priority over traffic in scheme design..."*

4.11 The development proposals are considered to align with Policy PMD2, being located within the existing Lakeside Retail Park and accessible by walking, cycling and public transport. This arrangement remains unchanged and will not be impacted by the proposed drive thru lane.

## 5 Conclusion

- 5.1 TPA has been commissioned by Tim Hortons to provide transport planning consultancy services in relation to the proposed installation of a drive thru lane at an existing Pizza Hut restaurant and takeaway within the Lakeside Retail Park, Thurrock.
- 5.2 The site is currently operating as a Pizza Hut restaurant with takeaway and the development proposals comprise works to facilitate the installation of a drive thru lane, including alterations to the service yard area, minor alterations to the unit and elevations including recladding and associated changes to car parking and landscaping and new signage. As part of the proposals, the existing parking provision will be rearranged to facilitate the drive thru facility on the western side of the building, for which swept path analysis has been provided. Vehicular access is to be retained as per the existing situation.
- 5.3 The site is located within the Lakeside Retail Park and is adjacent to existing retail units. It has been shown that the site is currently accessible on foot, by cycling and by public transport. This will not be affected by the proposed drive thru lane. The local highway network is shown to be operating safely.
- 5.4 The development proposals will largely retain the existing shared car park layout, with seven spaces rearranged. Cycle parking will also be provided that is equivalent to the existing provision.
- 5.5 It has been shown that appropriate delivery and servicing arrangements are already in operation at the site and will continue to operate as per the existing arrangements.
- 5.6 The development is considered to present no material change in primary vehicular trips to the site when compared to the existing operation. Therefore, it is concluded that the development proposals will have a negligible impact on the local highway network.
- 5.7 It is concluded that there are no transport or highways related reasons that should prohibit the development proposals from being granted planning permission.

# APPENDIX A



# APPENDIX B



NOTES:



Standard Design Vehicle (SDV)  
Overall Length 14.000m  
Overall Width 2.300m  
Overall Height 1.950m  
Min Body Ground Clearance 0.100m  
Max Body Height 2.000m  
Lock to lock time 4.00s  
Wall to Wall Turning Radius 6.000m

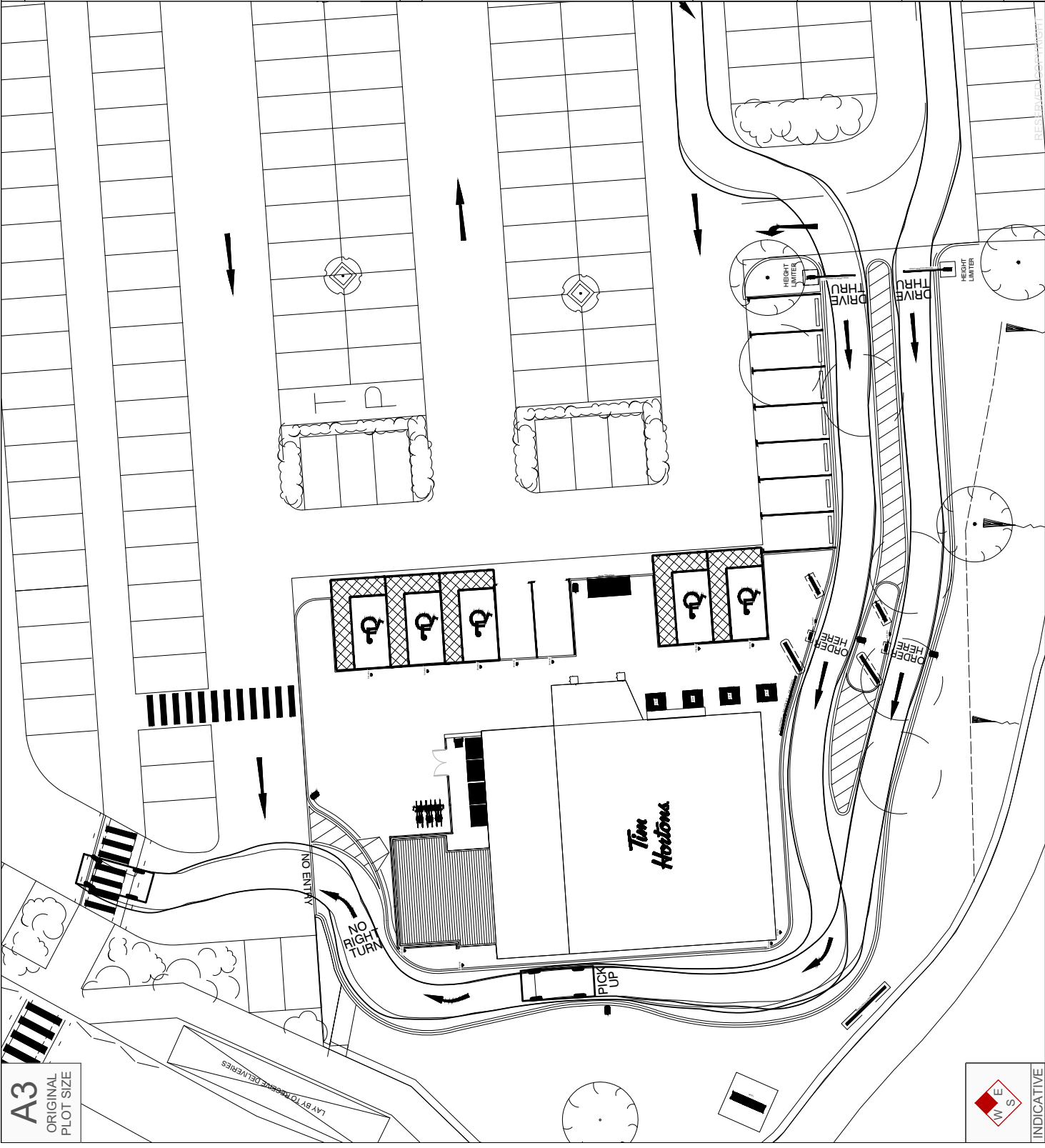
Rev	Date	Details	Drawn By	Checked By	Approved By
B	06.01.21	Updated with latest site layout	SG	AS	DE
A	18.12.20	Updated with latest site layout	AS	DE	DE



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CLIENT: TH UK & Ireland Ltd				
PROJECT: Drive Thru, Lakeside Retail Park, Thurrock				
TITLE: Swept Path of a Passenger Car Using Drive Thru				
STATUS: INFORMATION				
SCALE: 1:250	DATE: 03.12.20	DRAWN: SG	CHECKED: AS	APPROVED: DE
JOB NO: 2010-039	DRAWING NO: SP-01			REVISION: B



A3  
ORIGINAL  
PLOT SIZE

INDICATIVE